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PRIVATE RESIDENTS AT THE
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERSEA TRADE REPORT,
Subscription, paid in advance, \$12
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Hongkong Daily Press.

ESTABLISHED 1857

THE
DIRECTORY & CHRONICLE
FOR 1908.
Complete Edition \$10.00
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No. 15,632. 號二十三百六十五萬一第 日七十二月四年四十三緒光 HONGKONG, TUESDAY, MAY 26TH, 1908. 二拜禮 號六十二月五年八零百九千一英港香 PRICE, \$3 PER MONTH.

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CALIBRE 7.65 mm.
With CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS in 2 SECONDS.
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One Large CLOCK by John Noble, One GRAMOPHONE and RECORDS,
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All comforts of a home.
A most pleasant retreat for those desirous of
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Two steamers (the *Sui An* and *Sui Tin*) daily to
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these centres.

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THE HONGKONG DISPENSARY,

ALEXANDRA BUILDINGS.

Hongkong, 13th May, 1908.

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Only communications relating to the news column
should be addressed to THE EDITOR.
Correspondents must forward their names and ad-
dresses with communications addressed to the
Editor, not for publication but as evidence of good
faith.All letters for publication should be written on
one side of the paper only. Communications that have
already appeared in other papers will be inserted.
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DEATH.

At No. 8 Police Station, at 2:05 a.m. on the
25th May, Police Inspector DAVID DOUGLAS
CUTHBERT, aged 47 years, deeply beloved husband
of Barbara A. Cuthbert. Deeply mourned. (389)HONGKONG OFFICE: 10A, DES VOGES ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 26TH, 1908.

NERO fiddled while Rome was burning. We in these modern days are apt to point with affected disdain at the folly of our predecessors. "If we had been in the days of our fathers we would not have been partakers with them," &c. "Education," we preen ourselves in our superior knowledge and wisdom, has done away with all that sort of thing, and we have plainly no further use for common sense, which in this superior age we can safely turn out of doors and leave to forage for her own existence. True, it may be, that knowledge is power, but the very incarnation of power we can conceive embodied in a railway engine standing on a siding with full steam up. Now our railway managers ordinarily do not leave locomotives in full steam standing unattended about railway stations. It is true that such things have happened in spite of all regulations to the contrary, and locomotives with no mind to control them have started on the journey, and dire has been the disaster.

Now it is this very fact that knowledge is power that enormously increases the danger of the situation, and makes our modern follies inconceivably more dangerous than the simple errors of our ancestors. We have Sir Edward Grey's plain statement that attempt to set right the political

position in Macedonia, which would involve the continuance of Turkish rule in Constantinople, would be followed by the immediate outbreak of a European war. Sir EDWARD GREY is an old Railway Chairman, and in the complicated management of a great Railway acquired that experience of men and affairs which has stood him such good stead in his control of the still more complicated matters that come within the ken of the Foreign Office. Sir EDWARD GREY is not the man of himself to leave the locomotive unattended standing in steam on the line; yet something of very much the same nature has been done by somebody, and the look-out is not altogether agreeable for the individual compelled to travel in the next train.

Last year Mr. HALDANE, Minister of State for War Affairs introduced a Bill in Parliament for the remaking of the Army. It was a truly radical measure, because before the new army is to be made, the old army has to be destroyed; there is to be no mistake about it this time. All the old regulations and traditions are to cease in favour of the new, which is to be indeed as well as in name a "Citizen" army. The old one had been a king's army, but Mr. CLEGGWELL, with perhaps some lingering Whig antipathies to standing armies, had sought after a German fashion to "territorialise" it; the names were changed, the old Buffs became the new East Kent Regiment, &c., but things went on much as before, and crack regiments remained so, and dowdy ones were as of old. One thing above all others would not be touched; the Horse Guards might stand much, but here they were resolute. The British Army was the most expensive in the world, some people (but they were radicals) hinted it was the most inefficient; but be that as it might, the expense was sacred. Mr. ST. JOHN BRODERICK tried hard to have this amended, but like all his predecessors, found the road too hard to be successfully traversed.

Now naturally it was different when the Cabinet of the "Mendalls" came on the scene—there appeared a head, it was certainly a head and with true Irish instinct the Cabinet resolved that being a head, it had to be broken. Mr. HALDANE, to whom was allotted the job, apparently misunderstood his instructions and designed a new army; and the country, glad to find one constructive element, and having long felt that something ought to be done, to no one's astonishment more than his own, took up his scheme in a friendly spirit. It involved the entire destruction of the old Yeomanry and Volunteers, the formation out of the Line and Militia of a new Foreign-going Army, and the construction anew of a Home Army to be termed the Territorial Force. Mr. HALDANE was sanguine as to the result, and on March 31st the whole of the Volunteers and Yeomanry ceased to exist. Now getting into the latter half of May, things do not seem to be going along as merrily as had been expected. The employers of labour who were mainly concerned, complain that the new arrangements will seriously interfere with the time of their men; they had grown used to Volunteer hours, and willingly submitted to the absence of the men as in some measure compensated for by their improved physique and more orderly habits; but the extra burden they seem to object to. At all events, not more than a third of the required number of volunteers have come forward, and unless some effort be made to arouse national enthusiasm it seems that between the new steel and the old, the country is as likely as not to be left without an army at all. There were, it is true, many of the Cabinet even a year ago, who looked upon such a position of affairs as a good joke; "hadn't they made friends with France, and hadn't they a good chance of getting Russia to join the merry party, and what was the use fretting over the others? they could give the beggars a sop now and then to keep them in good humour; and there was always Free Trade (spelt with capitals, too) to fall back on; the beggars will never be foolish enough to quarrel with their bread and butter. At all events, we're in, and in we intend to stay as long as we can, and have a gay time to make up for all the time we have been out in the cold."—But a year more in harness, and the growing feeling that all was not quite as rosy as last year they had painted it, and the growing habit of work, and last, but not least, the feeling that by honest work they have done some actual good, and won the applause even of their political opponents, has commenced to show even a birth loving cabinet that life is not, as old Sam Slick phrased it, all beer and skittles. So, though there is still more than is wholesome of the old leaven, and fads and fancies are still in the ascendant, there is a slight rift in the darkness. Now, fortunately to all outside, the frolicsome

element is coming to a very unpleasant awakening. Our home defence has disappeared; the Secretary for Foreign Affairs informs the country that, though he has been striving his utmost to keep affairs straight, that unpleasant little spot in Macedonia will keep breaking out, and although the better disposed of the Powers have always rallied round him there is still an explosive element abroad which may any day get beyond bounds. Then the Secretary of War hints mainly to the country that if, which he reminds them was only after all an experiment, the scheme of the new Territorial Army should not at once go through, it may become necessary to appeal to the country to adopt the only then alternative of compulsory service, which he had hoped to stave off. The late President of the Board of Trade, breaking loose from the fetters of the Cobden Club paralysis, had been showing the country to some useful purpose how our rivals had, while we slept, been stealing marches on our chief industries; and even an unwilling Prime Minister has had to acknowledge that there had been designs to weaken the efficiency of the Navy. Taking all these warnings from ministers responsible in their various departments, it is surely time that even the present House of Commons should begin to see that the country at large is under a policy of fad in lieu of reason, rapidly falling into a dangerous state. Surely Board Schools can for the nonce devote some little time to education; and fiery tea-totalers can in the face of a danger threatening all let the intoxication of their desires be sobered sufficiently to see beyond the public house at the corner. The game so peculiarly Irish of "Beggars my Neighbour," while as a corollary doing no good to oneself, has surely been played out, and the country demands that the business of the day should at last be taken in hand. As yet the demand has not formulated the man, and His Majesty's Ministers have still the opportunity of reforming their own ways, instead of seeking the ungracious task of unmasked, striving to remove the mote from their neighbour's eyes. A year and a half of fads, surely even Mr. ASQUITH cannot but see, is beyond a safe strain on the already overburdened fabric of the British Nation. We have abundance of time when we've put the locks and bars in order to think about changing round the furniture; meanwhile, the police are away on a wild-goose chase, and news has just come in that the Bushi Banzais are over the border. This is, however, just the time that our Cabinet selects to lay down the carpets, and call in the house decorators. Surely in no other country than England, and in no party in England outside the rump of the Cobdenites, could such a conjunction of fad and folly be tolerated for an instant. There is an old maxim beginning:—*Quem Deus colit*—Never apparently was it better exemplified.

A Shanghai correspondent writes to us: A most unusual sight—not seen for many years—is now a common object in Shanghai streets—whole rows of houses and shops with notices in English or Chinese. "To let." This has had its counterpart in Hongkong for some time past.

Empire Day, was celebrated in Hongkong yesterday. The day was observed as a holiday and business was suspended. Fortunately the weather was suitable for excursions and not a few were enabled to have a good time. The pupils of the Victoria and Kowloon British Schools were entertained to a launch picnic by H.E. the Governor in the afternoon. British vessels in the harbour were dressed in honour of the occasion.

A minister accepted a call to a new chapel in a town where many of the members bred horses, and occasionally raced them. A few weeks later he was asked to invite the prayers of the congregation for Lucy Grey. Willingly and gladly he did so for three Sundays. On the fourth, one of the deacons told the minister he need not do it any more. "Why?" asked the good man, with an anxious look, "is she dead?" "Oh, no," said the deacon, "she's won the steeplechase."

One of the most respected members of the local police force died yesterday morning when Detective Inspector Cuthbert succumbed to the lingering illness in whose grip he had been for almost a year. Inspector Cuthbert, who came to the Colony, about twenty years ago, was a very efficient officer and was beloved by all who knew him. In many ways he was the typical Scot, quiet, shrewd, and pawk, with never an ill word for any, and "Dauid," as he was familiarly called, was a favourite wherever he went. His many friends will mourn his loss and sympathise with the widow and daughter in their sad bereavement. Mr. Cuthbert was a victim of cancer, but he remained quite cheerful through all his sufferings, and passed away peacefully yesterday morning at No. 8, Police Station. He was buried yesterday and the number who followed the remains to their last resting place was a eloquent tribute to the memory of one who combined so many mainly qualities, one who was a good officer, a kind husband, and an indulgent father.

When Sir James O'Brien-Browne, who is a fervent Scot, was in Jamaica, he noticed the names of Scotsmen over the shops, and asked a coloured gentleman of the place, "Are there many Scots folk here?" "Not very many sir," replied the native, "but quite enough."

A draft Bill has been submitted to the Federal Council authorising the Imperial Chancellor to grant the North German Lloyd Company a further annual subsidy of 500,000 marks (235,000) for a monthly service of steamers between German New Guinea and Australia and Japan, as from the 1st inst. until October 1, 1914.

"Quite lately," says the "Saturday Journal," "a little hunting incident, of which the Queen of Italy was the heroine, has leaked out. Her Majesty, who is a capital sportswoman, accompanied the King to Castel Porziano to shoot. It was an exceedingly good day, and accordingly a big bonfire was made, round which the Royal party gathered. They were chatting and laughing, and generally enjoying themselves, when suddenly the Marquis Calabrine, a Royal quarry, jumped over the pile. He did it as a joke, but the result might easily have been a tragedy, for his clothing caught fire. Of all the company present, only the Queen kept her head, and she threw herself on the marquis, and heedless of the danger to herself tore off the burning parts of his clothes, and choked out the flames with her skirts."

THE ANTI-DYN STIC

DISTURBANCES IN YUNNAN.

The Chinese newspaper reports from Yunnan indicate that the disorders in that province are still far from being subdued; though the latest intelligence is that the rebel leader has been killed in an engagement with the Imperial troops.

Recently the commander in chief of the rebels sent a notification to the French Resident at Lue-chay, notifying him that he, as general in chief of the New China Society, was occupying the Chinese territory of Yunnan on the borders of Tonkin, and as there was great danger in moving about the country, he was ready to give permits to Europeans. The General added: "We know that the Consul for France wishes to go to Mongtze and we would like to give him a passport. He need have no fear. If the Consul goes without papers we free ourselves of responsibility. We offer the same explanations for all travellers who pass through the territories we have taken."

Following is a translation of a proclamation by the General-in-Chief commanding "the New Chinese Society":

"We, Huang-Yeu-Phu, commandant of the forces of the New Chinese Society, make proclamation as follows:—

"Henceforth the faithful troops are rallied to our just cause.

"Strict instructions have been given and will be observed.

"We will annihilate villains, liars and traitors.

"We will severely condemn the guilty who ever they are; but we will love and protect the honest and peaceable population.

"We will recover the ancient realm of our ancestors.

"We will drive away the Manchu dynasty which has enslaved us for some centuries.

"We will ameliorate present conditions.

"From the march of the troops merchants have nothing to fear and can continue their avocations.

"The cultivators, the workers, the merchants, the students should peacefully pursue their occupations. We will protect them.

"No robbery will be committed.

"All that is needed will be bought at an agreed price.

"Robbers will be immediately punished by death.

"Nobody need be afraid.

"All the commands of this proclamation will be executed with the utmost severity regardless of the status of the person, whatever be their titles.

"Respect this!"

WEATHER REPORT.

On the 25th at 11:50 p.m.—The barometer has risen moderately in Japan, and fallen moderately to slightly over S. China, and the Philippines respectively.

An area of low pressure lying over the China Sea in the neighbourhood of the Paracels, is still indicated.

Pressure is low also over N. China. It is high over W. Japan.

Fresh to strong N.E. and E. winds are expected to prevail in the Formosa Channel, and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 6.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood ... N.E. and E. winds, fresh or strong; fair.

Formosa Channel ... Same as No. 1.

South coast of China between ... Same as No. 1.

Hongkong and Lamoocks ... Same as No. 1.

South coast of China between ... Same as No. 1.

Hongkong and Hainan ... Same as No. 1.

VICTORIA RECREATION CLUB.

The Victoria Recreation Club is no longer without a suitable habitation. The vicissitudes which the Club has undergone in recent years are too well known to call for recapitulation, but a new era dawns for this, the oldest sporting organisation in the Colony, by the formal opening of the handsome new premises which have been erected for it on the site near Murray Pier. Red brick is the material employed in the building, and the effect is not displeasing to the eye. The design is certainly striking and the club may well be proud of its new quarters which few sporting organisations in the East can excel. The foundations are built of stone. On entering the visitor passes through a long corridor, which runs the whole length of the spacious gymnasium which is adequately equipped. Beyond is the boat house, where a number of racing boats are stored, and at the end of this are the bath rooms and conveniences. Above the boat house is the bar room, dressing room, reading room, steward's office and large verandahs. The bar room is attractively fitted up, the dressing room has every convenience desired, and the reading room—looks comfortable. The verandah, wide and airy, gives a pleasant seat with a fine outlook and a neat little balcony on Murray Road will appeal to those who wish for less company. A bicycle stand has been furnished between the two porches at the entrance. The gymnasium which has a gallery on two sides, is 55 feet long by 33 ft 6 in wide, the boat house is 57 feet 2 in by 42 feet, dressing room and club room each 32 feet by 28 ft 3 in; the principal verandah 57 ft 2 in by 10 ft 6 in; the length of the whole building is 123 ft, and the greatest width 60 ft 2 in.

The opening ceremony took place yesterday morning in presence of a very large attendance of members. His Excellency the Governor, who was accompanied by Captain Mitchell Taylor, A.D.C., was met by Mr. A. Rodger, the president, who extended a cordial welcome in these words:—"Your Excellency, I have the honour and pleasure to welcome you here to-day, the occasion being the formal opening of the new club premises of the old Victoria Recreation Club—a club that has done useful work in the way of training young men in athletic sports on land and water for over half a century. The committee and members are very proud of their new club house and have asked me to thank you, Sir, for coming here to-day. We hope to have the pleasure of seeing you here on many other occasions. I think it is unnecessary for me to say any more at present. May I ask Your Excellency to be good enough to turn the key in the lock and formally declare the Club house open."

HIS EXCELLENCY in reply said:—"Mr. Rodger, gentlemen, I think you have chosen a most auspicious day for the opening of the new premises. May 24th, commonly called Empire Day, is, as you know, in this Colony by Ordinance called Victoria Day, in memory of our late beloved sovereign, the Queen, whose birthday it was, and it is particularly fitting that you should have chosen this day as the name of the club is the Victoria Recreation Club. It is, as Mr. Rodger has told us, fifty years old—the oldest club in the Colony. You have suffered great losses in the typhoon and you have made a wonderful effort to recover and to redress your losses by building these charming premises here, which, I think, both as a water pavilion, and as a Club house and gymnasium combine every facility which a club of this sort can give to its members. I hope that these premises will long continue to serve the purpose for which they were erected and I wish the hearty success to all the members in inter-port and inter-club competitions in the Colony (applause). I hope the honour you have done me in asking me to open the building to-day may bring you some extra luck in the competitions of the coming year. I have great pleasure in declaring the Club house open (applause)."

Afterwards His Excellency made an inspection of the premises under the guidance of Mr. Rodger, at the close of which the company assembled in the gymnasium where the Governor proposed "Success to the Victoria Recreation Club," the toast being enthusiastically received. Mr. Rodger then proposed the health of His Excellency, which was followed with three cheers for the Governor who thereupon called for three cheers for the Victoria Recreation Club. These were heartily given, and then Mr. Rodger presented His Excellency with the silver key used for the opening ceremony as a souvenir of the occasion, and with Sir Frederick's reply the proceedings terminated.

GIANT SUBMARINE.

Paris, April 20.
The largest submarine in the world, the Q 74, was launched yesterday at Cherbourg. The Q 74 is 255 ft. in length, 19 ft. in diameter. The two screws are worked by four electric motors of 2,000-h.p. The vessel has a speed of fifteen knots.

The submarine will have two officers for torpedoes and one for the men, and she will carry a crew as large as that of a destroyer.

"Unsubstantial trifles of varied favour" is the author's description of "Hors d'Œuvre," a book which comes from the foremost Eastern publishers, Messrs. Kelly and Walsh. The description certainly applies. The sketches are of varying merit, mostly good. They are fairly light and can be assimilated in an idle hour, in spite of their title, preferably after dinner. Mr. A. Michie, for that is the name of the author, displays a rare knowledge of the Chinese character and when he writes on some aspect of that theme he is usually very readable. "At a Chinese dinner-party" supplies us with a clever account of an experience which most of us have enjoyed and "A Chinese flick" is a very humorous story of what we suppose is possible in the Flowery Land, while the sporting Chinese sketches are very interesting indeed. Mr. Michie is best, however, in light verse, and we greatly enjoy his Gilbertian rhymes.

Major General Broadwood returned to the Colony yesterday after visiting Shanghai, Weihaiwei, Port Arthur, Tairen, Manchuria, and Japan.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE].

CHINESE STOKERS.

LONDON, May 25th.

The Government is going to take steps to reduce and check the employment of Chinese on British ships.

NEW WAR PORT.

LONDON, May 25th.

Germany is establishing an arsenal and naval base at Apeneade.

[Apeneade is in the province of Schleswig-Holstein at the head of the Apeneader Fjorde (firth) which admits vessels of the largest size. It has a school of navigation.]

VIVE LE PRESIDENT!

LONDON, May 25th.

President Fallieres arrives to-day. He is to be given a royal reception on an unprecedented scale. Fifty warships will fire a salute.

BURGOMASTERS' VISIT.

LONDON, May 25th.

The King has received the German burgomasters who are visiting England.

KAISER'S MOUSTACHE.

WARLIKE APPEARANCE MODIFIED.

The Kaiser has altered his style of wearing his moustache. Thirty million loyal Teutons, the estimated male population of the Empire, are directly affected, for to trim one's moustache in the martial manner immortalised by the Emperor has become an unwritten law of masculine patriotism throughout the Fatherland.

It is stated that the Kaiser has decided to do away with the familiar, bristling, upward-pointing effect which has so long given his countenance an aspect of fierceness and will henceforth wear his moustache with the ends long drawn out and with only the remotest suggestion of perpendicularity.

This revolutionary change, which will cause the caricaturists of the world to revise their whole conception of the imperial physiognomy, appears to have been forced upon the Emperor rather than chosen by him. It is related that while his Majesty recently was lighting a cigarette the left end of his moustache was singed and half burnt off. This necessitated the cutting off of the other end to make the moustache again symmetrical. The new formation evoking the lively admiration of the Emperor, the Kaiser determined to retain it.

The barber, Herr Haby, who is given the credit in contemporary German history for designing the Kaiser's perpendicular moustache, became wealthy and famous in consequence of it. Herr Haby placed an advertisement upon the market called the "Kaiserband," to be worn across the mouth for a certain period each day until the moustache became trained to bristle upwards at an angle of 45 degrees exactly like the Kaiser's. Millions of "Kaiserbands" are in daily use in Germany and are among the proudest possessions of many a budding youth.

TURBINES UNSUCCESSFUL FOR A LOW SPEED.

When the C. P. R. Steamship Company decided against installing turbine engines in the new ferry at Amer Princeps Ch. roller, which is to have a speed of 24 knots an hour at her trials, and when reciprocating engines were placed in the steamer, the company was somewhat surprised to find that the turbines were not more suitable. When all things were considered the weight of argument was in favour of the reciprocating engine, the balance in favour being weighed down by the fact that with the reciprocating engines the steamers will be run economically at low speed while this is impossible with turbines. During the winter months when the steamer Princeps V. cloria is run at low speed there would be no saving with turbines.

In this connection the Scientific American says: "A remarkable demonstration of the fact that the marine turbine does its best work when running at high speed, and that it ceases to be economical at low speed, occurred recently on the Great Lakes in connection with an attempt to cap the passenger traffic between two points, by placing upon the route a new and fast turbine steamer. The old-established service was operated by two boats, run by reciprocating engines at the very moderate speed of 16 miles an hour. The new company ordered a 21-knot turbine-driven boat from a British yard, placed her in service, and immediately began to secure the cream of the traffic. A representative of the old company, happening at this time to meet in England an engineer who had been prominently associated with the development of the turbine-driven steamship, told him of the conditions, and sought his advice as to the best way to meet the competition. The turbine engineer asked what was the speed of the boats of the competing lines, and on learning that it was respectively 16 and 21 knots, stated that it would be a very easy matter for the old company to drive the new fast boat off the route, by the very simple expedient of dropping the speed of their boats from 16 to 13 or 14 knots, and making the big reduction in fares which the reduced running expenses of the boats would render possible. He stated that the company owning the turbine steamer could never meet the cut in rates, for the reason that the reduction of the running speed of their vessel would not bring any corresponding reduction in the coal consumption. The company determined to make the experiment, and after running their boats for a few months at a lower speed and a lower rate, they found they not only recovered the passenger traffic which they had lost, but that the reduction in running expenses was so great, that they made more money than they had done under the old conditions. Furthermore, it was not many months before the turbine steamer was laid off the route and offered for sale.

It should be understood, however, that the conditions were peculiar at this point, and that the patrons of the line consisted largely of working people, to whom the reduction in fare, even if gained at the expense of time, was a decided consideration. Under average conditions the faster boat would have held the traffic even at the high rates. We record the incident merely as showing in an interesting way the limitations imposed upon the marine turbine by its inability to run economically at low speed.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and should be accompanied by the Daily Press only, and special business matters. The Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Code: A.R.O., 5th Ed. Listers.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

OUR Old Pilot and Runner KWOK LIN (郭連) who joined Our Service in 1883, CEASED to be Employed by us on the 18th May, 1908.

His SHARES in the Company (Wing Kee & Co.), valued at \$500.00 (Five hundred dollars) have been TAKEN UP by us, and from henceforth he shall have no connection whatever with our Company.

WING KEE & CO.,
Coal Merchants, Stevedores, &c.,
Nos. 47, 48, 49, Connaught Road Central,
Hongkong, 26th May, 1908. 890

DOUGLAS STEAMSHIP COMPANY, LIMITED.

For SWATOW, AMOY AND FOCHOW.

THE Company's Steamship
"HAITAN,"
Captain J. S. Rosch, will be despatched for the above Ports TO-DAY, the 26th inst., at 2 P.M.

For Freight or Passage apply to
DOUGLAS LARBAK & Co.,
General Managers.
Hongkong, 26th May, 1908. 886

S.S. "TONKIN,"
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from Havre or s.s. "Charlotte," from Bordeaux or s.s. "Ville de Calcutta," in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and or extra hazardous Godowns of the Hongkong Wharf and Godown Co., Ltd. at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded unless intimation is received from the Consignee before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 1st June, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 1st June, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 1st June, at 3 P.M.

No Fire Insurance has been effected.

P. NALIN,
Acting Agent.
Hongkong, 25th May, 1908. 2

THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADE REPORT is now ready and contains:

Epitomes of the Week's News.
Leading Articles.
The Boycott.
Boycotters and or Rebels.
France and the Balkans.
Balaism.
Disreputable Reports.
Hongkong Sanitary Board.
The Opium Question.
Supreme Court.
Departure of the Governor of Macao.
Correspondences.
Public Health and Buildings Ordinances.
Amenities.
Public Health and Buildings Ordinances.
Victoria Gas.
The Work of the Post Office.
Juries Fined.
Japan.
Riots in Annam.
Companies:
The National Bank of China Ltd.
Peak Tramway Company.
A. S. Watson & Co., Ltd.
Commercial.
Shipping.

Extra copies 30 cents each, Cash.
Copies can be posted from the Office to addresses sent, including postage 24 cents each or \$1 Cash for three copies.
Subscription: \$12 per annum, payable in advance; postage \$2.
Hongkong 26th May, 1908.

NOTICE.

K WONG WOO, Jeweller, Etc., of 66, Queen's Road Central, begs to inform the General Public that he has never heretofore acted as Guarantor for any person or persons and should such be done in future the documents must inevitably bear the Signature of his Sole Representative Mr. CARVER KING SON.

Hongkong, 9th April, 1908. 821

WANTED.

A Situation by a Competent European BOOK-KEEPER and General Office ASSISTANT.
No Objection to Out Ports.
Address: Care of "Daily Press" Office.
Hongkong, 21st May, 1908. 872

THE DIRECTORY AND CHRONICLE FOR 1908 IS NOW ON SALE.

Copies may be obtained at the "HONGKONG DAILY PRESS" Office or from Booksellers throughout the Far East.
Hongkong, 15th February, 1908. 333

PUBLIC COMPANIES

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-THIRD ANNUAL ORDINARY GENERAL MEETING of the Company (since its Registration) will be held at the Office of the Company in Alexandra Buildings, on SATURDAY, the 30th instant, at Noon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1907.

THE REGISTER OF SHARES will be CLOSED from MONDAY, the 25th inst., to MONDAY, 1st June, both days inclusive, during which period no transfer of Shares will be Registered.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 20th May, 1908. 871

WATKIN'S LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINTH ORDINARY ANNUAL MEETING of Shareholders will be held at the Company's Office, Watkins' Building, No. 31, Queen's Road Central, on SATURDAY, the 30th May, 1908, at 2 P.M. for the purpose of receiving the Report of the General Managers with a Statement of Accounts to 31st December, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd to the 30th May, both days inclusive.

G. A. WATKINS,
CHAS. A. FOOK,
General Managers.
Hongkong, 14th May, 1908. 842

INTIMATIONS

NOW ONE WEEK ONLY.

RUINOUS PRICES

HOOSAIN-ALI & Co.,
25, Queen's Road Central,
Under Hongkong Hotel.
Hongkong, 26th May, 1908. 651

DAVID COESAR & SON'S

MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELLANCE CROWN
TARPAULING
ARNHOLD, KARBURG & CO.
Sole Agents.
994

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have 1000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.
Hongkong 1st April, 1908. 43

PRIVATE-BOARD AND RESIDENCE

MRS. GILLANDERS

"CLAREMONT,"
2 & 4 KENNEDY ROAD.
Hongkong, 9th February, 1907. 563

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. 680

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

"CODE WORD: "DOCK"
A.I. A.B.C., and Engineering Code Used
NEW DOCK NOW OPEN.
DOCK No. 3.
Extreme Length... 722 feet.
Length on Blocks... 714 "
Width of Entrance on Top... 964 "
Width of Entrance on Bottom... 884 "
Water on Blocks at Spring Tide 344 "

DOCK No. 1.

Extreme Length... 528 feet.
Length on Blocks... 518 "
Width of Entrance on Top... 88 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide 64 "

DOCK No. 2.

Extreme Length... 374 feet.
Length on Blocks... 364 "
Width of Entrance on Top... 66 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide 22 "

PAINT SLIP.

Suitable for vessels up to 1,000 TONS. THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand.

THE COMPANY has the powerful steam "JULIA MARY" 712 tons, 700 I.H.P. specially built for SALVAGE PURPOSES equipped with necessary gear, always ready for service.

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AUCTIONS

PUBLIC AUCTION.

NOTICE.
OWING to MONDAY, the 25th May having been declared a Public Holiday the SALE OF FURNITURE within the Residence of the Late MRS. A. H. BENNIE will commence TO-DAY (TUESDAY), the 26th at 2 P.M., instead of as previously advertised.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 22nd May, 1908. 881

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, On FRIDAY, the 29th May, 1908, at 5 P.M. the Yacht "MARY AND JOAN" Belonging to the Estate of the late Mr. A. R. BENNIE, as she now lies off Ah King's Yard, Wanchai, together with all Sails, Tackle and Appurtenances on board.

Terms:—As usual.

For further particulars apply to
HUGHES & HOUGH,
Auctioneers.
Hongkong, 21st May, 1908. 877

IMPORTANT AUCTION

OF THE STEAMSHIP "OHIO"

Messrs. WHYMARK & THOMPSON have been favoured with instructions to sell by Public Auction, At the KOBE SALES ROOMS, No. 72, Kyo-Machi, Kobe, On THURSDAY, June 11th, at 11.45 A.M. The Handy Passenger and Cargo Steamer "OHIO," (formerly "OHIO L.") As she lies moored at Higo together with all her Appurtenances, Anchors, Chains, Gear, &c., &c.

Built of Iron in 1888; Gross Tonnage 1019; Net Register, 534 Tons; Cargo Capacity, 1000 Tons; Dead Weight, 900 Tons; Bunkers, 300 Tons; Length, 224'8"; Breadth, 32'; Depth of Hold 14'6"; Draft fully laden 14'6"; in Ballast, 9'; No. of Holds, 2; Hatches, 2, 20 by 10 and 14 by 10; Passengers, 27 First Class, 18 Second Class, 250 Steerage; Bulkheads, 4; Water Ballast, 36 Tons; Wooden Decks; Triple Expansion Engines amidships; 150 Nominal Horse Power; Cylinders, 19" 30" and 40"; Stroke, 36"; Single Ended Boilers renewed in 1896; Working Pressure, 150 lbs.; Speed, 10 Knots; Coal Consumption, 15 Tons; Donkey Engine and Boiler and 2 Steam Winches; Ample Salon Equipment for Passengers, &c., &c.

For any other Particulars, apply to
THE AUCTIONEERS,
72, Kyo-Machi, Kobe,
Japan.
Kobe, May 8th, 1908. 872

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, For ACCOUNT OF THE CONCERNED, On an early date in JUNE at H.M.'s Naval Yard Extension.

A LARGE QUANTITY OF
SURPLUS STORES
MATERIAL, PLANT, ROD IRON, &c.
Catalogues and further particulars will be issued.
On View from This Date.
Terms:—As Usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 20th May, 1908. 878

FOR SALE

FOR SALE.
FINE SITE on the Bowen Road, Ready for Building at a Cheap Price.
PERCY SMITH & SETH,
Accountants & Auditors, &c.,
No. 5, Queen's Road Central.
Hongkong, 16th May, 1908. 853

FOR SALE.

COLLECTIONS OF USED POSTAGE STAMPS.
3,000 all different for ... \$85
2,000 do. ... \$55
1,500 do. ... \$25
1,000 do. ... \$10

ARTISTIC PICTURES, POSTCARDS, MECHANICAL ANIMALS, STAMP, POSTCARD AND BIRTHDAY ALBUMS. And all Other Philatelic Goods.
GRACA & CO.,
Hongkong Hotel Corridor.
Hongkong, 9th May, 1908. 645

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 385 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEP WATER.

Also FOR SALE.
Portions of MARINE LOTS Nos. 31 & 36 on PRAYA-EAST. Approximate AREA 43,000 SQUARE FT. 399 YEARS' LEASE.
For Particulars, apply—
GEO. FENWICK & Co., Ltd.,
Hongkong, 8th June, 1908. 184

TO LET

OFFICES on Top Floor No. 2, Connaught Road, facing the Cricket Ground. A HOUSE IN BIPON TERRACE, No. 10, DES VOGES ROAD CENTRAL, 1st floor.

"HUTCHERLEIGH" Conduit Road. OFFICES in YUEN BUILDINGS, GOROWNS in PRAYA EAST, BLUE BUILDINGS and No. 166, Des Vaux Road next to the HONGKONG HOTEL.

FLATS in MORRISON TERRACE. Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 11th May, 1908. 38

TO LET.

NO. 2 CHANCERY LANE, Six-Roomed House. Electric Lights. Put in thorough repair. With immediate possession.

Apply to
PERCY SMITH & SETH,
Accountants & Auditors, &c.,
5, Queen's Road Central.
Hongkong, 16th May, 1908. 854

TO LET

TO LET.

FIRST Class European Houses, Lochiel Terrace and Humphreys Avenue, Kowloon.
Apply to—
TAM TSE KONG,
Care of Hip On Insurance, Exchange and Loan Co., Ltd., 42, Bonham Strand, West Hongkong, 1st October, 1907. 84

TO LET.

"GLENWOOD" CHINESE ROAD, suitable for a Boarding house or Club. Containing 26 Rooms.

No. 1, COLLEGE GARDENS, Furnished. For 5 or 6 Months, cheap rental.

OFFICES in Bank Buildings, Top Floor. BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldwell Macgregor). OFFICES in Queen's Road Central. BEACONSFIELD TERRACE HOUSES.

No. 3, DUDDELL STREET Shop. No. 2, DES VOGES VILLAS (PRAX). No. 57, PRAYA GRANDE, Macao.

Apply to—
LINSTED & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 5th May, 1908. 189

TO LET.

THE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL, (opposite the General Post Office) The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession.

Apply to—
YEE SANG FAT & CO
Same address.
Hongkong, 28th January, 1907. 270

TO LET.

4 and 5-ROOMED HOUSES in Kowloon.

COMMODIOUS SHOP in Des Vaux Road Central, Hongkong. Immediate possession. Moderate rentals.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Hongkong, 2nd April, 1908. 646

TO LET.

A HOUSE in KNOTSFORD TERRACE KOWLOON, No. 3, CANTON VILLAS.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st May, 1908. 185

TO LET.

FIRST FLOOR of No. 6, Queen's Road, Central, comprising Six Large Rooms and Outhouses suitable for business premises or dwellings, now occupied by FRED. BORNEMANN.

Apply to—
DAVID SASSOON & Co. Ltd.,
Hongkong, 7th April, 1908. 86

TO LET.

FROM 1st MAY.

KOWLOON MARINE LOT 43, Yau-mat, Area 35,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Hongkong, 18th January, 1908. 221

TO LET.

12, ARBUTHNOT ROAD—6 Rooms.

Apply to—
E. A. & C. F. DE CARVALHO,
12, Arbuthnot Road.
Hongkong, 25th April, 1908. 762

TO LET.

IMMEDIATE POSSESSION.

GODOWN at Davis Street, Kennedy Town, lately occupied by the STANDARD OIL COMPANY.

Apply—
CHATER & MODY,
Hongkong, 24th March, 1908. 602

TO LET.

NO. 27, 31 and 33, SEYMOUR ROAD. No. 61, CAINE ROAD.

Apply to—
SAM WANG CO. LTD.,
81, Queen's Road Central.
Hongkong, 22nd April, 1908. 190

TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 9th May, 1908. 823

TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply—
SECRETARY,
A. S. Watson & Co., Limited.
Hongkong, 23rd April, 1907. 191

TO LET.

NO. 2, MACDONNELL ROAD.

Apply to—
COMPTON'S DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 3rd June, 1905. 183

TO LET.

OFFICES in HOTEL MANSIONS.

Apply to—
HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, 1st May, 1908. 795

BANKS

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C. WOLDINGH Manager,
No. 15, Des Vaux Road Central.
Hongkong, 1st April, 1908. 261

THE BANK OF TAIWAN LIMITED

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Interest allowed on Current Accounts Deposits received on terms which may be had on application.
D. TOHDOW, Manager.
Hongkong, 6th April, 1907. 783

INTERNATIONAL BANKING CORPORATION.

CAPITAL PA

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ARCADIA Capt. A. L. Valentini	About 28th May	Freight and Passage.
LONDON via USUAL PORTS	DELTA Capt. B. W. Snow	Noon, 30th May	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SUMATRA Capt. E. W. Bruce	About 3rd June	Freight and Passage.

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 23rd May, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
HOIHOW and HAIPHONG	"SINGAN"	On 28th May, 10 A.M.
MANILA	"TAMING"	On 28th May, 4 P.M.
AMOI, MANILA, CEBU and ILOILO	"KAIFONG"	On 28th May, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY, COOK TOWN, CAIRNS, TOWNVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAIYUAN"	On 28th May, 4 P.M.
NINGPO and SHANGHAI	"NINGPO"	On 28th May, 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

Hongkong, 26th May, 1908.

AGENTS

HAMBURG-AMERIKA LINIE, HAMBURG.

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Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE	S.S. DORTMUND	1st June
FOR SHANGHAI, YOKOHAMA & KOBE	S.S. ISTRIA	8th June
FOR SHANGHAI, YOKOHAMA & KOBE	S.S. SAXONIA	16th June
FOR SHANGHAI, YOKOHAMA & KOBE	S.S. SILVIA	26th June
FOR SHANGHAI, YOKOHAMA & KOBE	S.S. SLAVONIA	8th July
S.S. ITHAKA	FOR CHINKIANG	
S.S. KOWLOON	FOR TSINGTAU, NAGASAKI & VLADIVOSTOK	On 2nd June.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 25th May, 1908.

Hongkong Office.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMMILL	Tuesday, 26th May, at 3 P.M.
NAPLES, GENOA, GIBRALTAR, SOUTH AMPTON, ANTWERP & BREMEN	"BUELOW" Capt. H. FORSMES	Wedday, 3rd June, at NOON.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"KLEIST" Capt. E. MEYER	About Wed'day 3rd June.
MANILA, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"MANILA" Capt. MINSSEN	Thursday, 18th June, at 5 P.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 23rd May, 1908.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SWATOW, CHEFOO & TIENTSIN	"CHEONGSHING"	Tuesday, 26th May, Noon.
SHANGHAI via SWATOW	"HONGKONG"	Wed'day, 27th May, Noon.
SHANGHAI	"HANGSANG"	Wed'day, 27th May, Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"FOOKSANG"	Wed'day, 27th May, Noon.
MANILA	"YUENSANG"	Friday, 29th May, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUNTSANG"	Saturday, 30th May, 3 P.M.
MANILA	"LOONGSANG"	Saturday, 30th May, 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUNTSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing stay of 5 to 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe, These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

*Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

+Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

Telephone No. 61

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,

GENERAL MANAGERS.

Hongkong, 26th May, 1908.

CHARGEURS REUNIS, FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

OUTWARD via SUEZ:—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Chinwangtao, (Peking Tientsin), Kobe, Yokohama, Genoa to Hongkong in 30 DAYS.
NAPLES to Hongkong in 28 DAYS.
Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

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CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland } via Vancouver
Passengers to Overland and Europe } 13 DAYS
YOKOHAMA to LONDON and PARIS 28 DAYS
YOKOHAMA to LONDON and PARIS 28 DAYS

HOMEWARD via MAGELLAN STRAITS:—Mexico, River Plate, Brazil, La Pallice, Liverpool.

PROPOSED SAILINGS:

AMIRAL MAGON	4th June	MAITE	12th Oct.
AMIRAL EXELMANS	25th July	CEYLAN	28th Nov.
QUESSANT	27th Aug.	CORSE	11th Jan. 09

+ No Passengers. + Intermediate Class and Rates of Passage.
New Twin Screw, 18,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth Cabins. All Round the World Tickets by these boats.

For Further Particulars, apply to—

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Hongkong, 9th May, 1908.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

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THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days Across the Pacific in the "EMPERESS LINE" Saving 5 to 10 days Ocean Travel.
12 DAYS YOKOHAMA to VANCOUVER.
21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).	TONS	LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. "EMPERESS OF CHINA" 6,000	"	THURSDAY, 4th June	22nd June
"EMPERESS OF INDIA" 6,000	"	SATURDAY, 13th June	4th July
"LENNOX" 3,700	"	THURSDAY, 18th June	17th July
"EMPERESS OF JAPAN" 6,000	"	SATURDAY, 4th July	25th July
"MONTEAGLE" 5,138	"	SATURDAY, 11th July	4th Aug.
"EMPERESS OF CHINA" 6,000	"	SATURDAY, 25th July	15th Aug.
"GLENFARG" 3,700	"	SATURDAY, 8th Aug.	6th Sept.

* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers. "EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.
THE Quickest route to CANADA, UNITED STATES and EUROPE calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW ATLANTIC "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.
Hongkong to London, 1st Class £40, " " £42.
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First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates.

affording superior accommodation for that class.

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SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Polder Street and Praya, opposite Blake Pier.

7

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
ZAFTBO	2540	R. Rodger	Manila	On 30th May, Noon.
RUBI	2540	R. W. Almond	Manila	On 6th June, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 25th May, 1908.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY

FOR NEW YORK VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. LOWTHER CASTLE

On 27th May, 5 P.M.

For freight and further information apply to

SHEWAN TOMES & CO.,
GENERAL AGENTS.

Hongkong, 22nd May, 1908.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO'S SS.	LEAVING
ANPING via SWATOW, AND AMOI	"FUKUSHU MARU" Capt. T. Ito	WED'DAY, 27th May, at Daylight.
SHANGHAI via SWATOW, AMOI and FOCHOW.	"SHOSHU MARU" Capt. M. NEMOTO	THURSDAY, 28th May, at 10 A.M.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidships. Unrivalled Table.

+ Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Building.

Hongkong, 19th May, 1908.

T. ARIMA, Manager.

THOS. COOK & SON,

ESTABLISHED 1841.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.

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Head Office for the Far East:

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HONGKONG.

Japan Office:—

14, WATER STREET

YOKOHAMA.

SHIPPING IN PORT.

STEAMERS.

AKI MARU, Japanese str., 3,995, M. Yagi, 17th

May—Seattle 14th April, via Japan and

Shanghai 14th May, General—Nippon

Yusen Kaisha.

AMIRAL DE BROUQUET, French str., 154,

Chalais, 22nd April—Haiphong 18th April.

Ballast—Wilks & Jinks.

BANDAI MARU, Japanese str., 3,247, Y. Miya-

saki, 22nd May—Moji 18th May, Coal—

Mitsui Bishi Goshi-Kaisha.

BORNEO, German str., 1,344, F. Sembill, 17th

May—Sandakan 12th May; Timber and

General—Molchers & Co.

CHONGSHING, British str., 1,256, Liddell, 21st

May—Tientsin via Chefoo 15th May,

General—Jardine, Matheson & Co.

DERWENT, British str., 1,562, J. Jenkins, 19th

May—Saigon 15th May, Rice—Chinese.

EMPERESS OF CHINA, British str., 3,048, R.

Archibald, R.N.R., 4th May—Vancouver,

B.C. 15th April, and Shanghai 2nd May,

Mails and General—O. F. R. Co.

FUCHU MARU, Japanese str., 980, R. G. Paramore,

22nd May—Shanghai 19th May, General—

Chinese.

FUKUSHU MARU, Japanese str., 1,080, T. Ito,

23rd May—Swatow 22nd May, General—

Osaka Shosen Kaisha.

GERMANIA, German str., 785, H. Flugel, 18th

May—Sydney via Ports 6th April, Copra—

Siemssen & Co.

HAIPHONG, French str., 500, Pomfret, 22nd

April—Haiphong 18th April, Ballast—

Wilks & Jinks.

HARTAN, British str., 1,183, J. S. Roach, 24th

May—Fochow via Amoy and Swatow 23rd

May General—Douglas, LaPratt & Co.

HOPKINS, British str., 1,359, Jas. M. Hay, 17th

May—Wakana 12th May, Coal—

Mitsui Bussan Kaisha.

ITHAKA, German str., 1,450, Vogeler, 21st May

Chinkiang 18th May, General—Hamburg-

America Line.

KATPOON, British str., 987, H. Mathias, 23rd

May—Hilo 19th May, General—Butterfield

& Swire.

KNYSBURG, German str., 646, D. Houk, 23rd

May—Macao 23rd May, General—Jensen

& Co.

KOBISHIANG, German str., 1,292, C. Rosiefsky,

24th May—Bangkok May 11th, and Kohi-

cheng 19th, Rice and Wood—Butterfield

& Swire.

KUTANG, British str., 3,110, Bradley, 22nd

May—Moji 18th May, General—Jardine,

Matheson & Co.

KYOTO MARU, Japanese str., 2,644, N. Waka-

take, 21st May—Moji 16th May, Coal—

Mitsui Bussan Kaisha.

LIGHTNING, British str., 2,122, A. E. Gentles,

20th May—Calcutta May 5th, and Singapore

15th, General—David Sassoon & Co., Ltd.

LOWTHER CASTLE, British str., 2,717, W.

Lightoller, R.N.R., 21st May—Kobe via

Moji 16th May, General—Shewan, Tomes

& Co.

MERRIO, Chinese str., 1,339, J. MacArthur, 19th

May—Shanghai 16th May, General—

Chinese.

NARITE, Dutch str., 1,436, Wester, 13th May—

from Bangkok, Arnold, Karberg & Co.

NINGPO, British str., 1,348, E. Richard, 20th

May—Wuhu and Shanghai 16th May,

Rice and General—Butterfield & Swire.

OCEANO, British str., 1,735, M. L. Brum, 20th

May—Hongay 17th May, Coal—Dedwell

& Co.

RAJAH, German str., 2,016, R. Petersen, 21st

May—Bangkok 14th May, Rice—Butter-

field & Swire.

REIDAR, Norw. str., 2,279, C. Stangset, 14th

May—Moji 9th May, General—Asgaard,

Thomsen & Co.

ROMFORD, British str., 1,930, Scott, 23rd May

Hongay 21st May, Coal—Dedwell & Co.

SABINE RICKMANS, Dutch str., 540, Fries, 18th

May—Fochow 13th May, Ballast—Asiatie

Petroleum Co.

SIMONGAN, Dutch str., 1,202, H. Vos, 21st May

—Samarang via Palo Laut 11th May,

Sugar—Chin-se.

SINGAN, British str., 1,047, F. Jamieson, 23rd

May—Haiphong and Hoilow 9th May,

Rice and Live Stock—Butterfield & Swire.

